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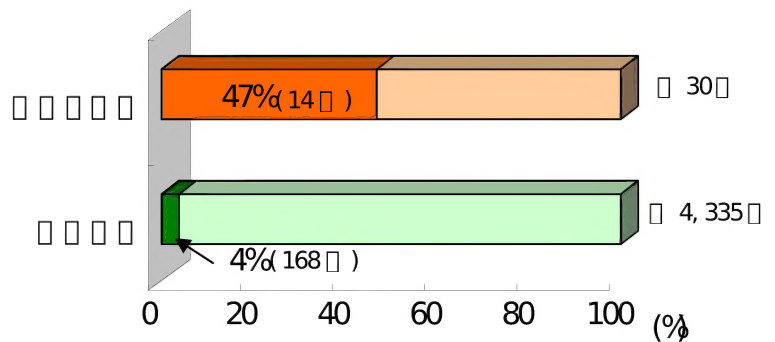
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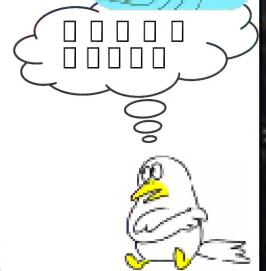


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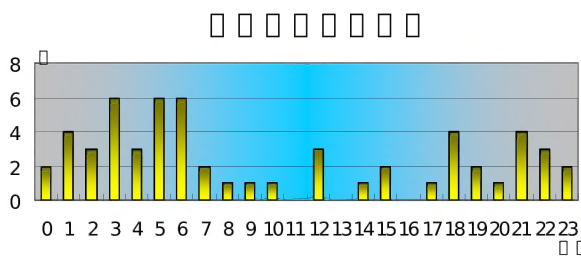
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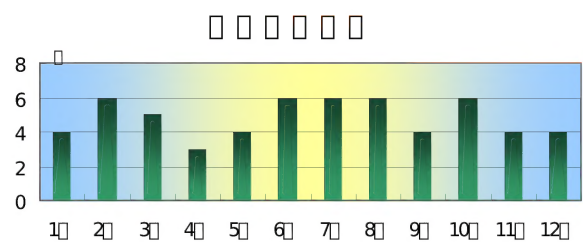
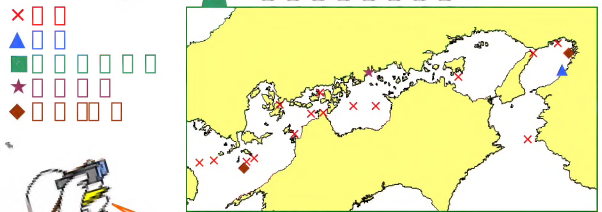
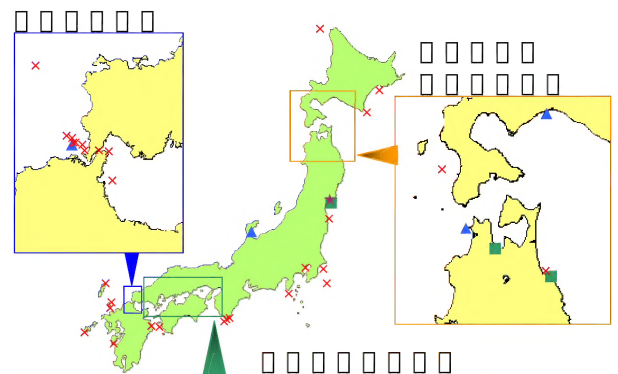
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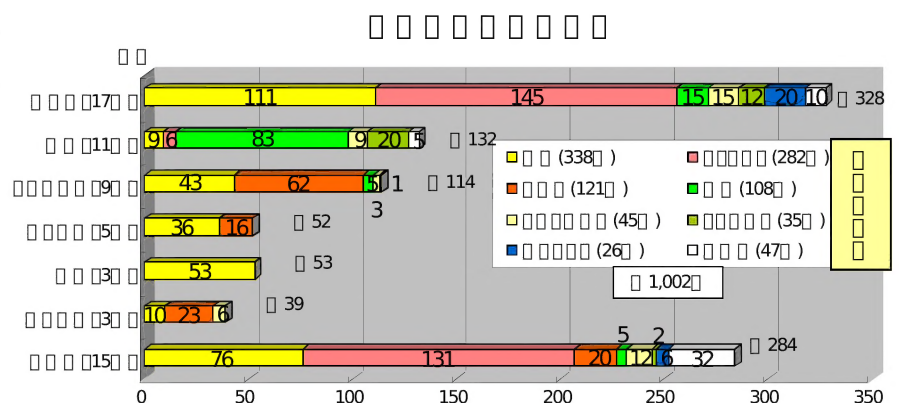


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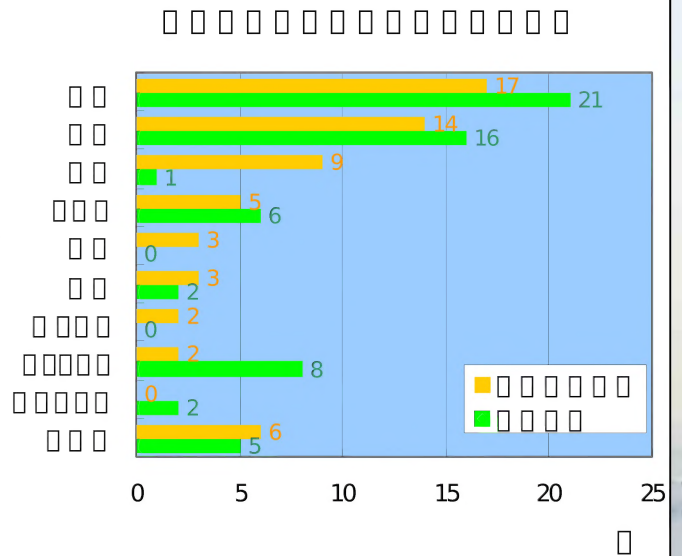
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A grid of 80 small squares arranged in 8 rows and 10 columns. The number 2 is placed in the third row from the top, between the second and third squares from the left.



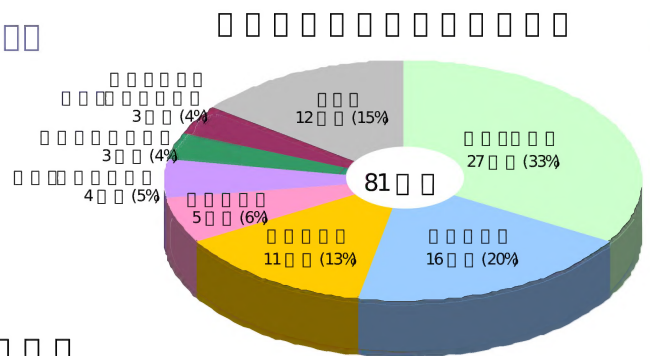
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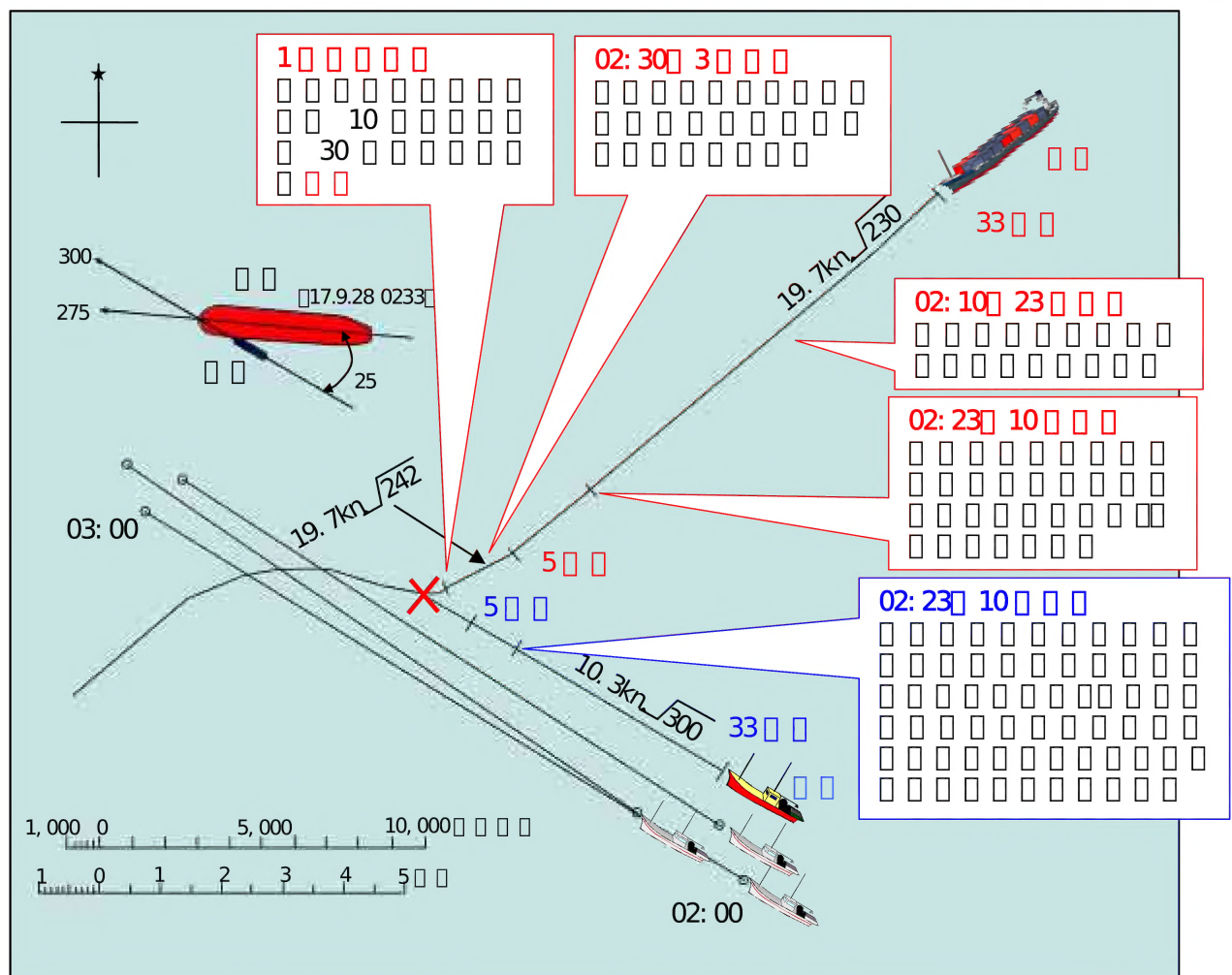


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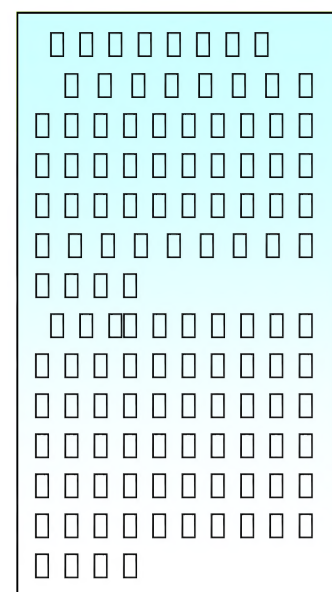
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- The diagram illustrates a hierarchy of abstraction. It consists of five rows of boxes:
- Row 1:** 16 boxes. The first box is solid black, representing a specific instance or concrete object.
 - Row 2:** 16 outlined boxes, representing a slightly higher level of abstraction where the specific identity is lost.
 - Row 3:** 8 outlined boxes, representing a further level of abstraction where the objects are grouped into fewer categories.
 - Row 4:** 16 outlined boxes, representing another level of abstraction.
- A horizontal line separates Row 4 from Row 5, which also contains 16 outlined boxes. Below Row 5 are three more outlined boxes, continuing the sequence of abstraction.

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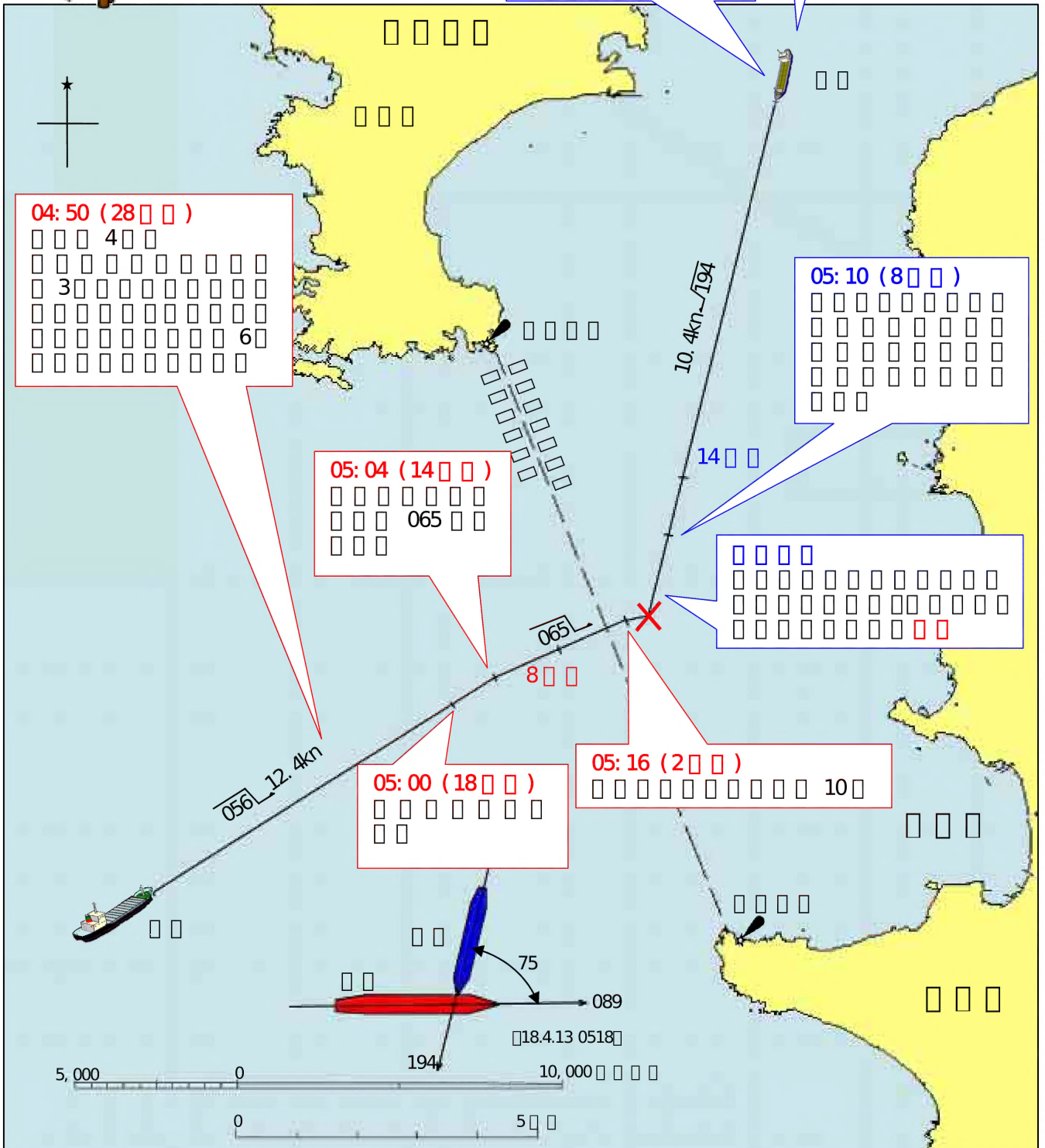
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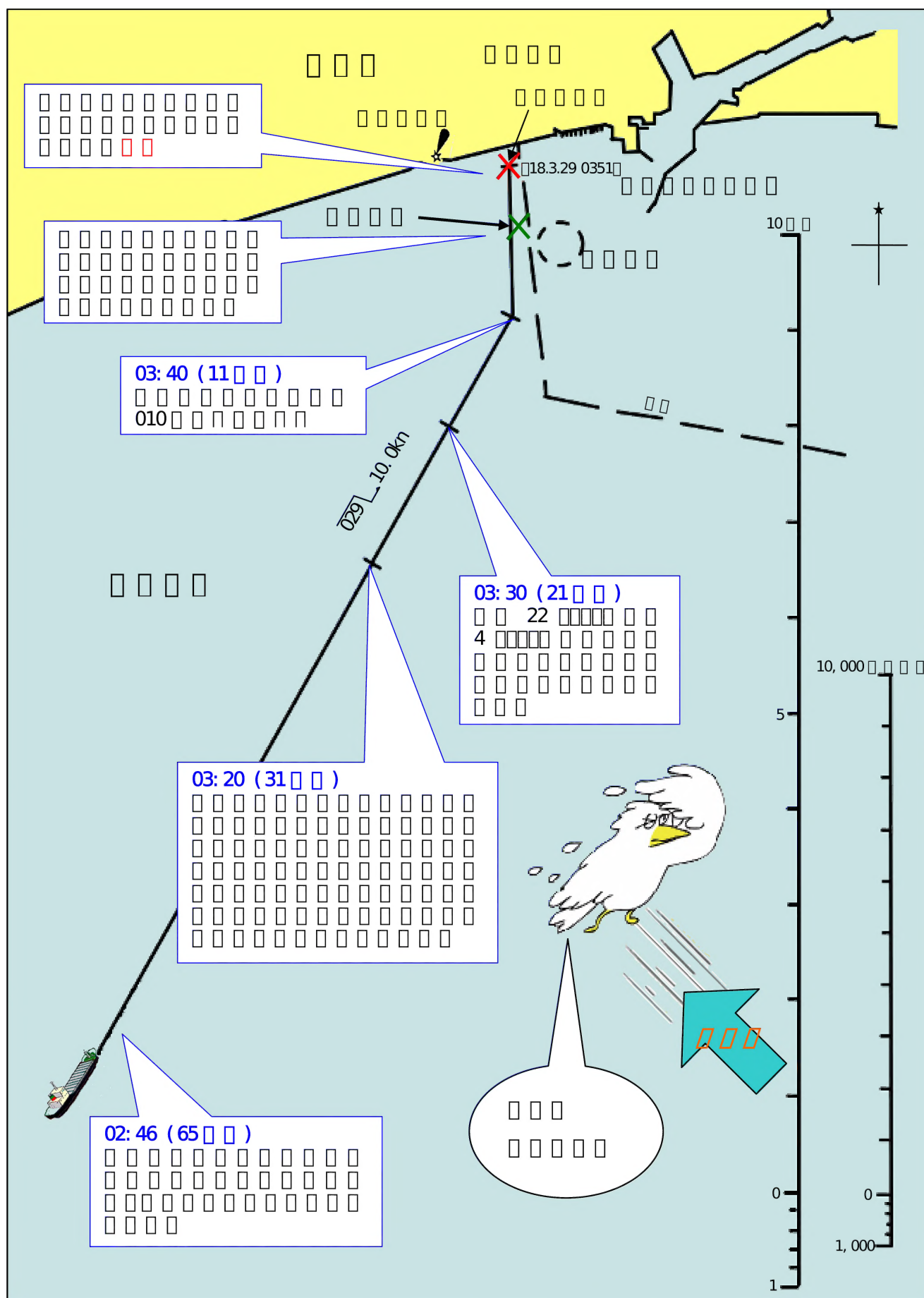


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Marine Accident Inquiry Agencies
MAIA DIGEST



- ◆ As is shown by the example of another Russian vessel at next if "A" had sheltered at an early stage with assistance of tug b avoided.
 - Master should anticipate the worst case scenario and take prompt action
- ◆ Even skillful masters with frequent visits to Japan may have limited experience with typhoons. Lack of knowledge and information about typhoons can lead to serious casualties.
 - Agent should offer sufficient information to master and confirm his plan for sheltering. Positive and timely advice is indispensable for the master.

2 months later, total loss to fire

Oshima
Ryusaki Light House

Kanagawa Prefecture
Mitsui Peninsula
Tokyo Bay
Uraga Suido
Tsurugasaki

After grounding, she was pushed to northward counter-clockwise due to swell.

3 hours before grounding: Watch-
arrangement:
Master: Commanding maneuver.
Chief officer: Assisting the master.
Able seaman: Steering by manual.
Ordinary seaman and a person: 1.
Second Engineer and 2 persons: 1
Watch

(+12 hours 33 minutes: Settling ther-
and being drifted)
Set her course 200 degrees and carry
5-15 degrees.
Proceeded while being drifted 5 deg
starboard due to east wind with force 9
was brought 7m.
The master noticed for the first time
topmast was gaining speed.

(+12 hours: Lining in starboard)
Entered the ocean area, the right (d-
semicircle, and wind force became 25-
along with sometimes 30 m/s blast.



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What is the "Sail Naka Suido with the tidal current
Sail Nishi Suido against the tidal current" rule?

You must take the right lane during the northward current and take the left lane during the southward current in the Kurushima Kaikyo Traffic Route.

Don't try to make a shortcut!



Maritime Traffic Safety Law Article 20.
When a vessel navigates along the course of such route, any of the steering and sailing rules, the provisions of the Preventing Collisions at Sea Convention in compliance with sailing rules.
(1) To navigate the Kunshiki referred to as "Naka Suido" navigate the Kunshikihoi referred to as "Nishi Suido" Provided that, if there is a di while the vessel is navigating, vessel may continue to naïvely navigating Nishi Suido to enter and Hadzuma or a vessel is channel into the Kunshikihoi, navigate Nishi Suido, may navigate with the tidal out
(2) To navigate to close to p Shima, when navigating with
(3) To navigate to close to p navigating via Nishi Suido, if navigating Nishi Suido and i between O Shima and Hadz center from the same channel Traffic Route and navigate i Shikoku side of other report